

Nonantum Road Improvements

Newton/Watertown/Boston

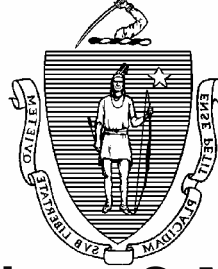
Public Meeting

March 12, 2009, 6:30-8:30 pm

Community Rowing Boathouse

Brighton





Commonwealth of Massachusetts

Governor

Deval L. Patrick

Lieutenant Governor

Timothy Murray

Energy and Environmental Secretary

Ian A. Bowles

Department of Conservation and Recreation Commissioner

Richard K. Sullivan, Jr.

DCR Mission Statement

*To protect, promote and enhance our
common wealth of natural, cultural and
recreational resources.*

Project Team

- Department of Conservation and Recreation (DCR)
- FST Project Team
 - Fay, Spofford & Thorndike (FST)
 - ASEC Corporation (Survey)
 - Carol R. Johnson Associates (Landscape Design)
 - LEC Environmental (Permitting)

Nonantum Road History

- Listed on the National Register of Historic Places 2006
- Built in three segments between 1919 and 1935

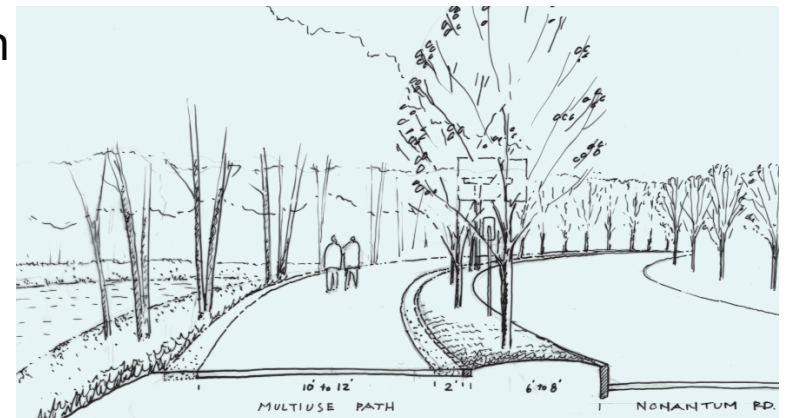


Nonantum Road Improvements

- *Master Plan for the Charles River Basin* (April 2002) goals and recommendations include:
 - Provide safe and continuous bicycle, skating, and pedestrian access along the entire length of the Basin
 - Establish easier and safer pedestrian access across the parkways and bridges
 - Reduce the impact of cars on pedestrian paths and parklands while reinforcing the identity of the parkways as landscaped pleasure drives
 - Narrow selected segments of the parkways to reclaim riverbank.



EXISTING CONDITIONS NEAR THE GALEN STREET BRIDGE



Source: *Master Plan for the Charles River Basin*, April 2002

PROPOSED CROSS SECTION

Nonantum Road Improvements

- *Traffic Study Report* (June 2006, by FST) recommendations include:
 - Reduce the roadway cross-section on Nonantum Road to provide a single travel lane in each direction with left turn lanes at major intersections
 - Make minor geometric improvements at study area intersections
 - Provide landscape enhancements to separate the recreational path from the parkway, increasing pedestrian safety.

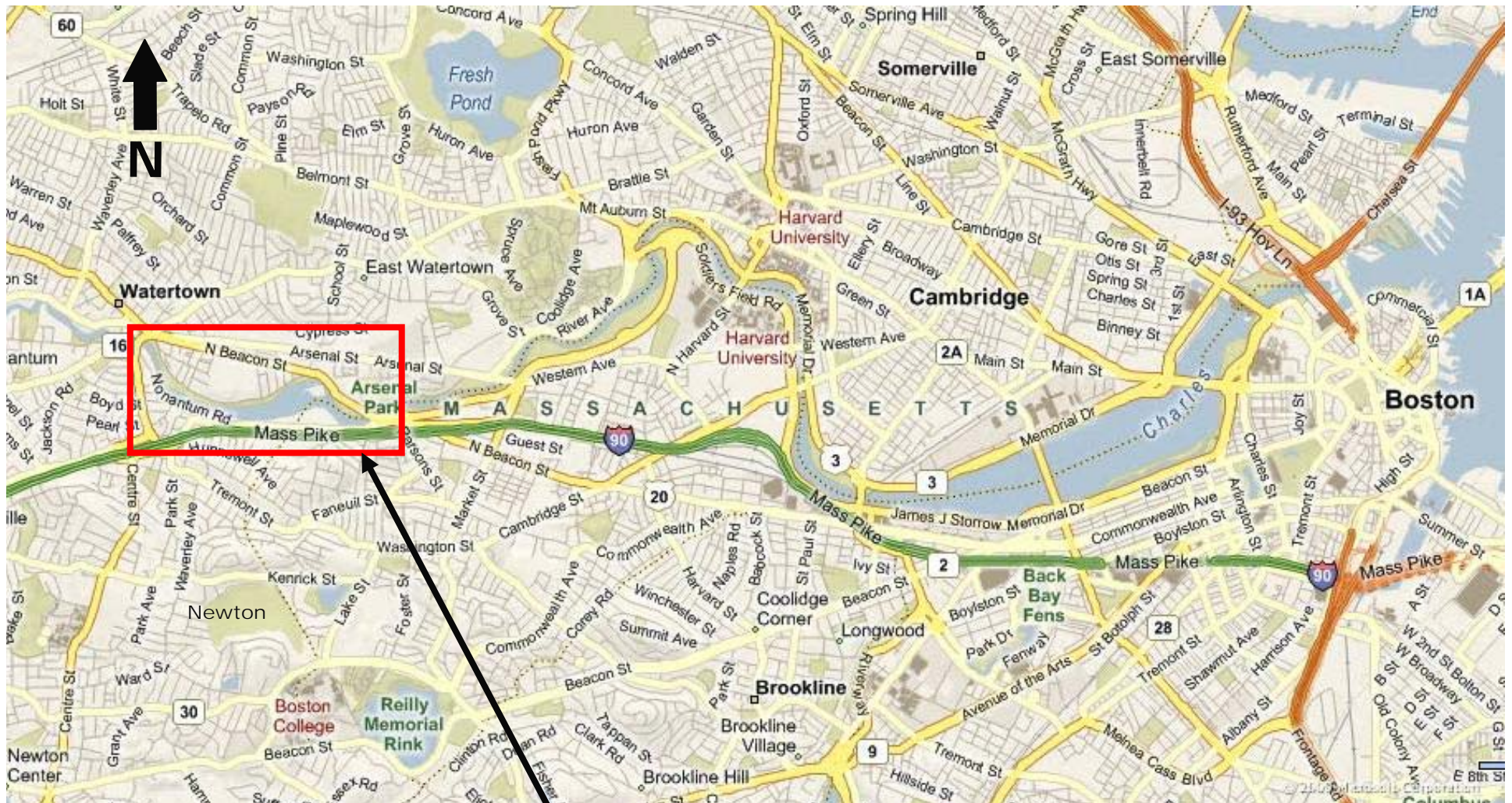


Fay, Spofford, & Thorndike



- Boston-based firm; founded in 1914
- Long established history with DCR
- Full planning and design services
 - Transportation, Environmental, Facilities
- Specialize in roadway safety improvement projects

Charles River Basin



Project Overview



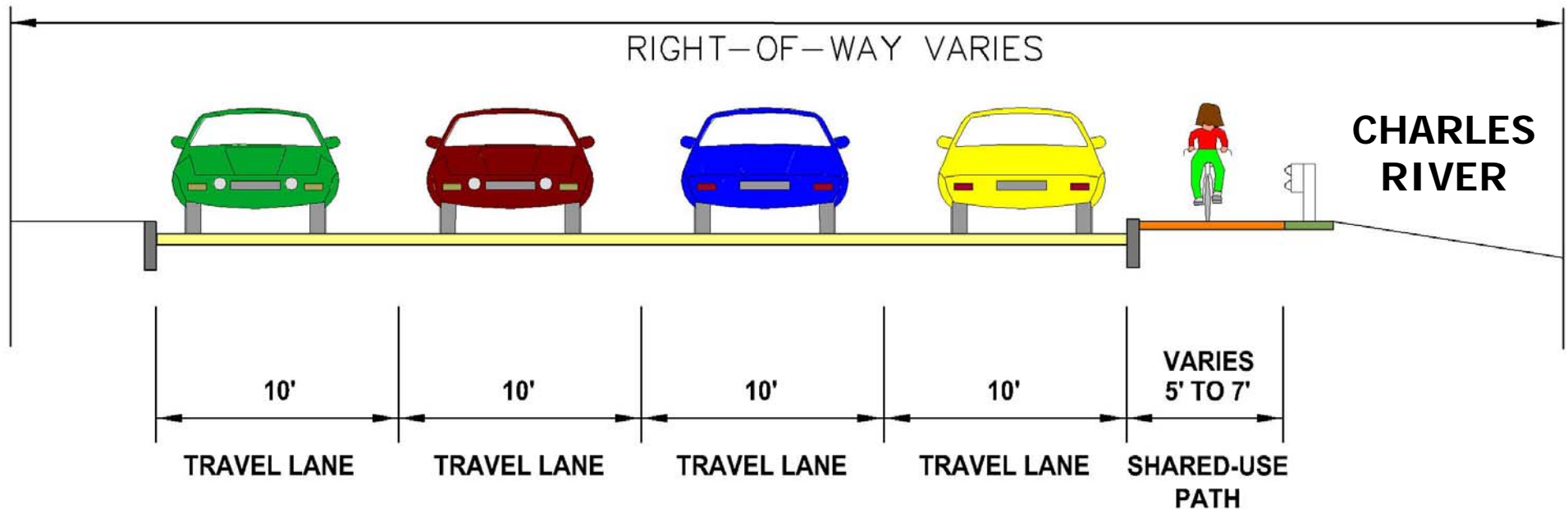
Project Limits:

Galen Street to North Beacon Street

Existing Conditions

Roadway Cross Section

Looking Westbound



Existing Conditions

- (4) 10' Travel Lanes - no shoulders
- 6' +/-
Sidewalk/
Shared-use
path
- Skewed Intersection
geometry



Existing Conditions

- Retaining wall deterioration
- Tree root damage
- Drainage issues
- Inefficient street lighting
- Minimal landscaping



Project Goals



✓ Improve pedestrian safety and experience

✓ Improve shared-use path

✓ Improve parkway safety

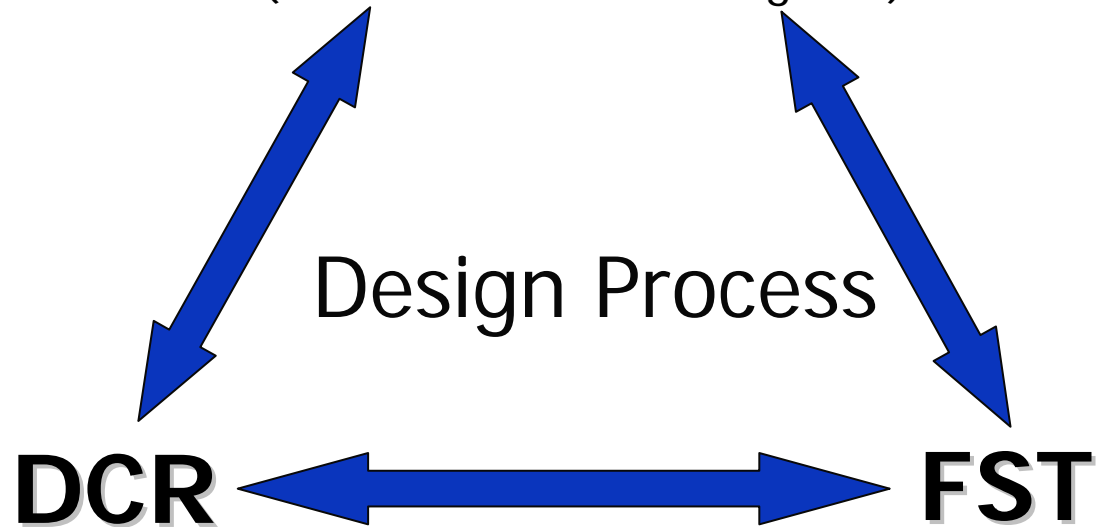


Project Goals



COMMUNITY

(Newton/Watertown/Brighton)



Proposed Improvements

Proposed Improvements

- Public Meeting – June 18, 2008 - **HELD**

- Results:
 - 3' Shoulders – meets AASHTO Standard (14') for shared-use lane

 - Eliminate Left-turn at Water Street and allow Left-turn at Maple Street

Proposed Improvements

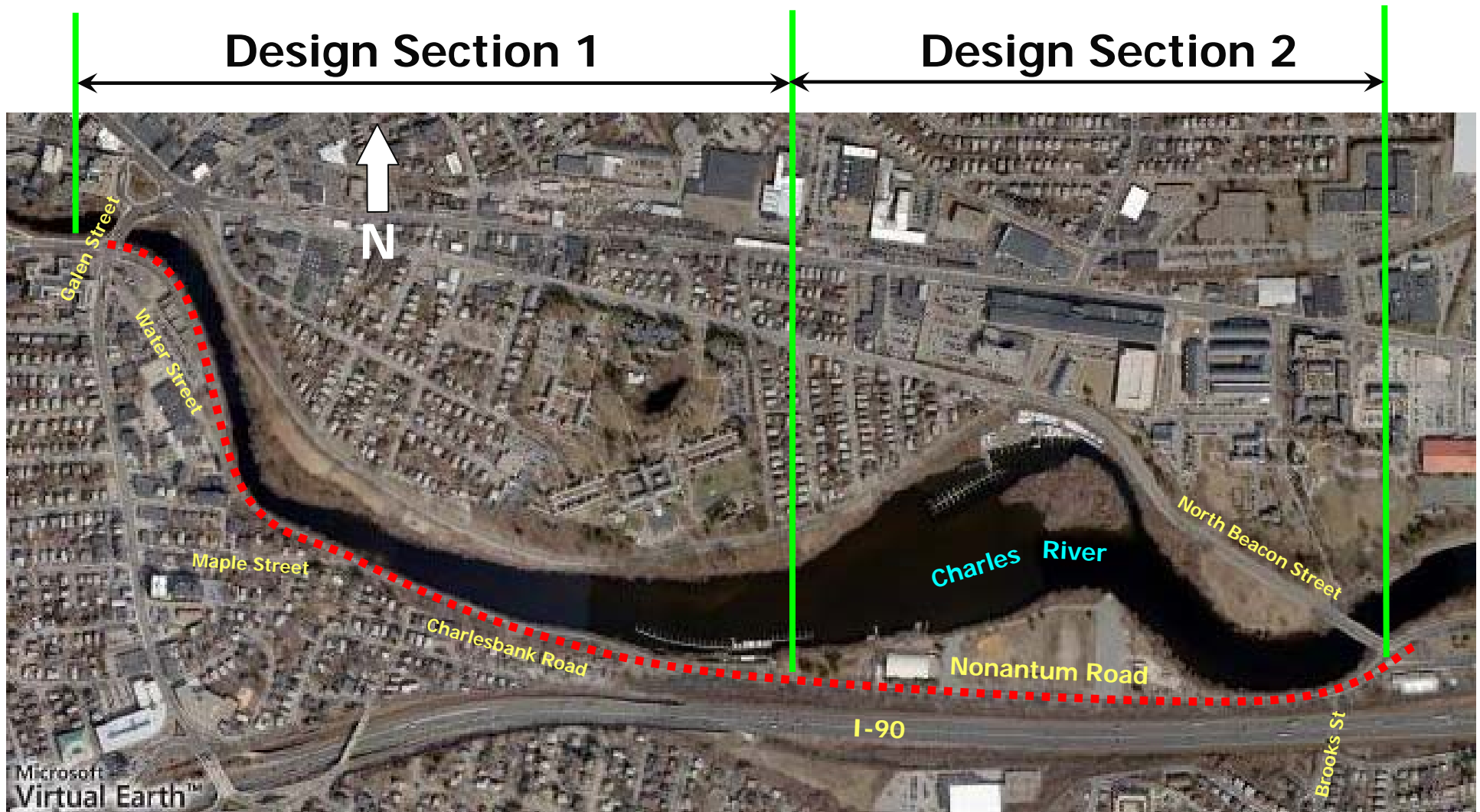
- Reduce Nonantum Rd. to one lane in each direction while maintaining left-turn lanes where needed
- Reconstruct and re-pave Nonantum Road
- Provide intersection safety improvements
- Create safe pedestrian crossings
- Improve roadway drainage in accordance to DEP guidelines for Stormwater Best Management Practices
- Relocate and reset curb to provide additional green space



Proposed Improvements

- Reconstruct shared-use pathway along river
- Install new guardrail and wood rail fence
- Expand parkland and improve landscaping
- Replace existing lighting with historic lighting for road and path
- Reconstruct failing retaining wall
- New signs and pavement markings





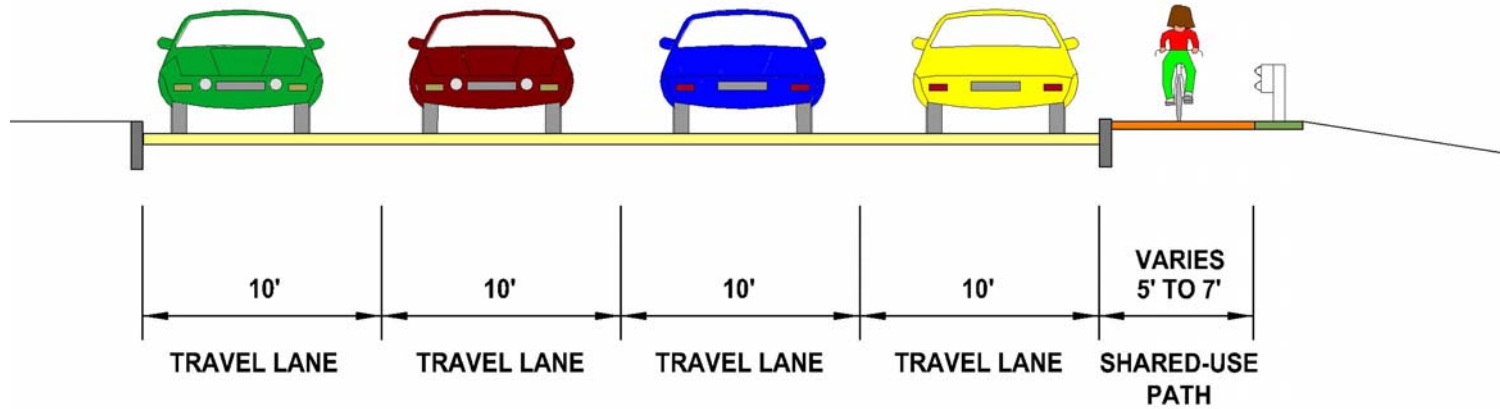
Section 1 Length = 5,500 feet +/-

Section 2 Length = 3,200 feet +/-

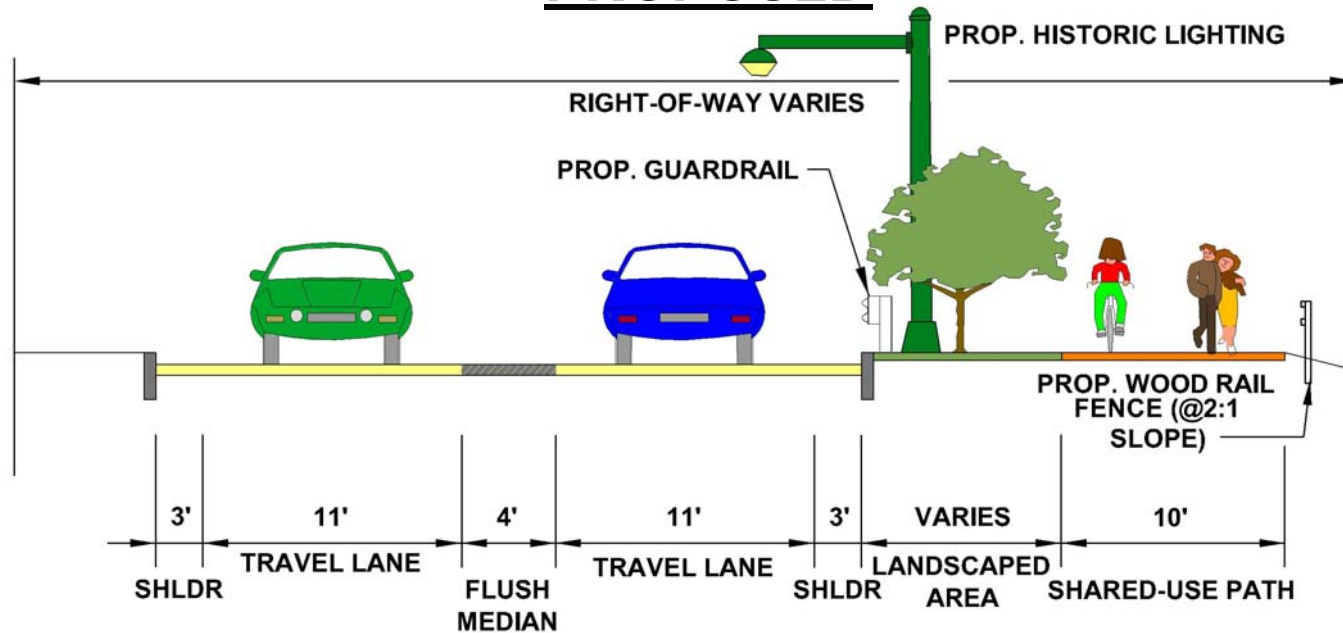
TOTAL PROJECT LENGTH = 8,700 FEET +/-

Typical Sections

EXISTING



PROPOSED



Section 1



Section 1:

Galen Street Intersection - Existing



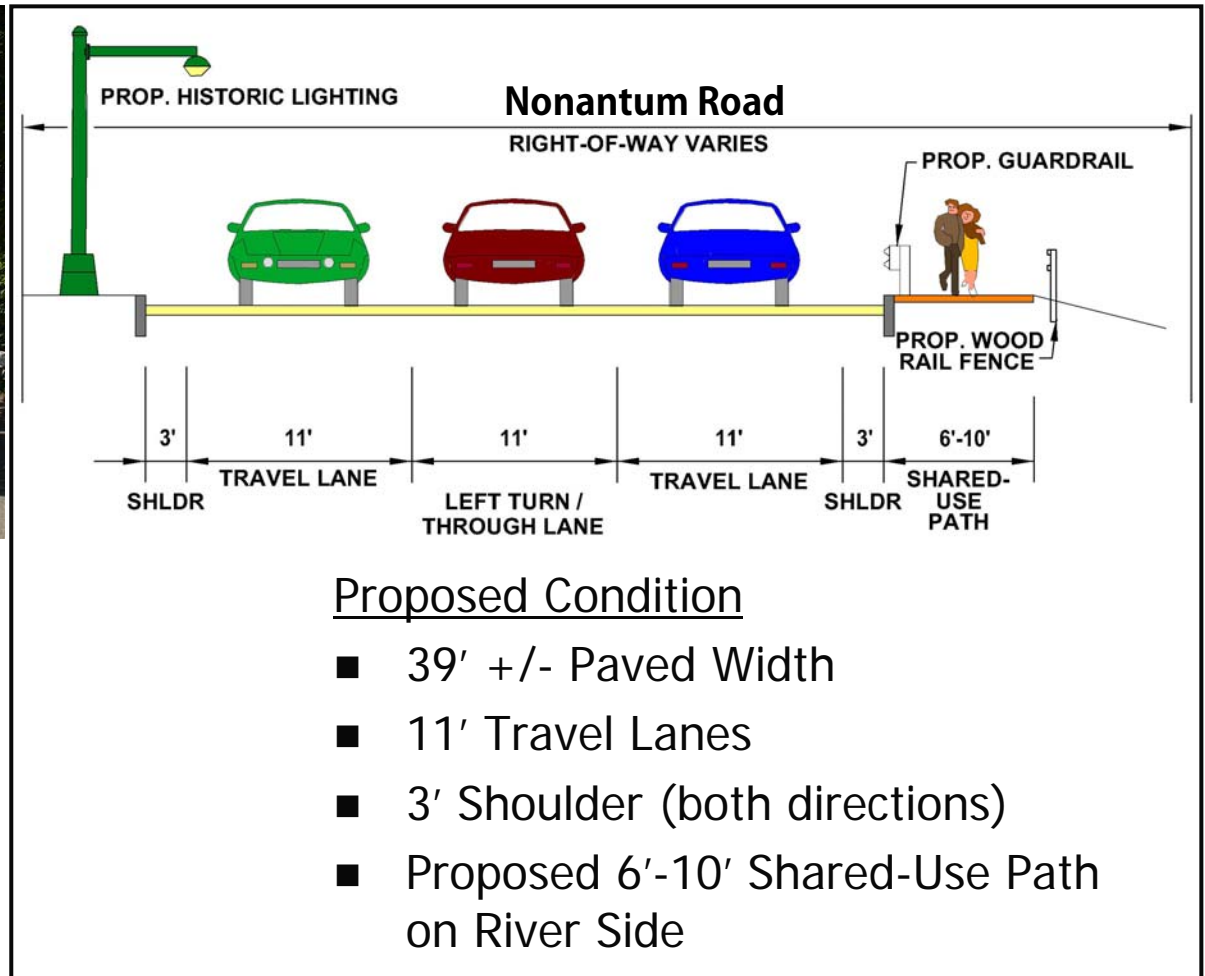
Section 1:

Galen Street Intersection – Looking Westbound



Existing Condition

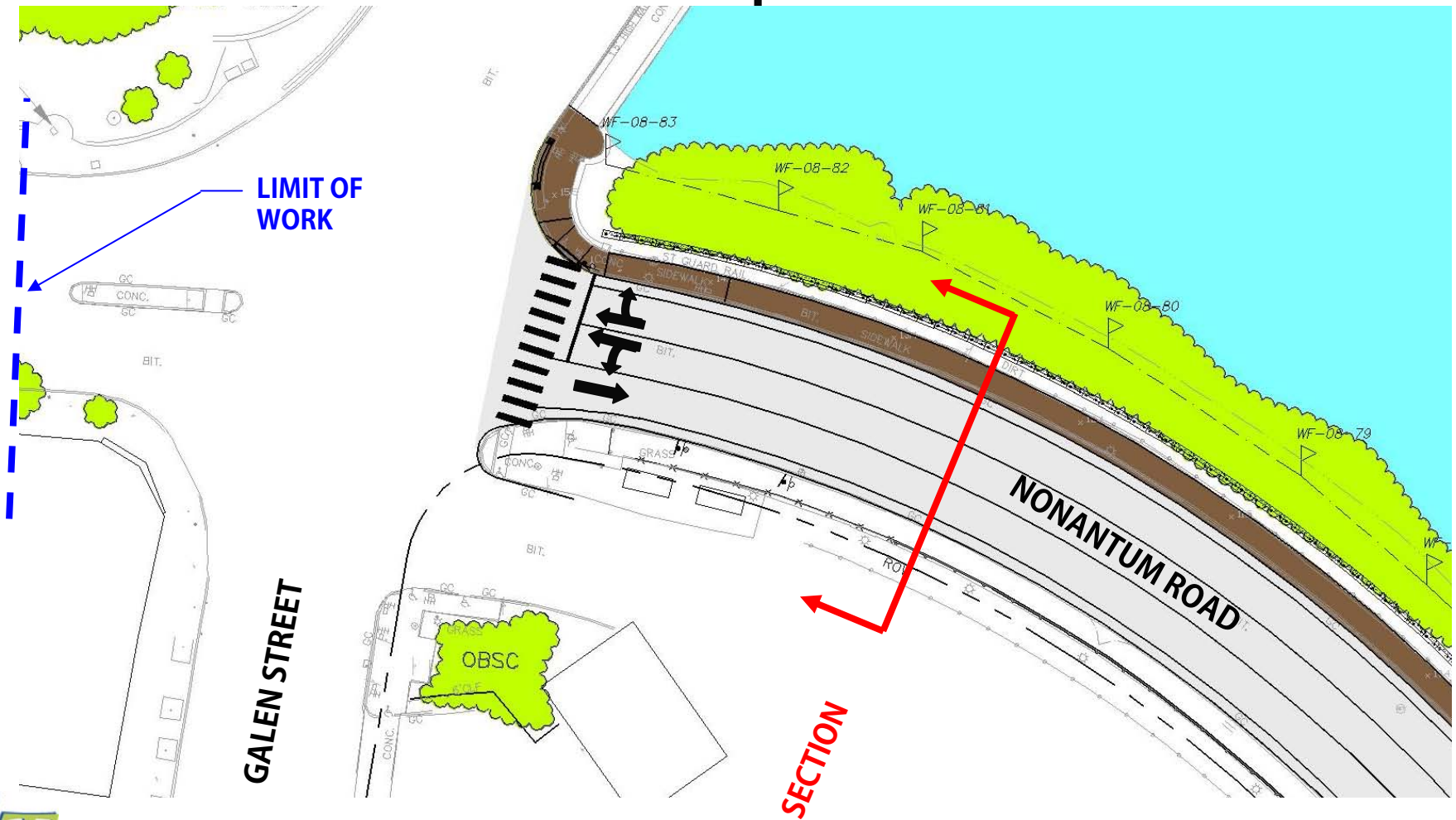
- 40' +/- Paved Width
- Sidewalk Along Charles River (Width Varies)



Proposed Condition

- 39' +/- Paved Width
- 11' Travel Lanes
- 3' Shoulder (both directions)
- Proposed 6'-10' Shared-Use Path on River Side

Section 1: Galen Street Intersection – Proposed Plan View

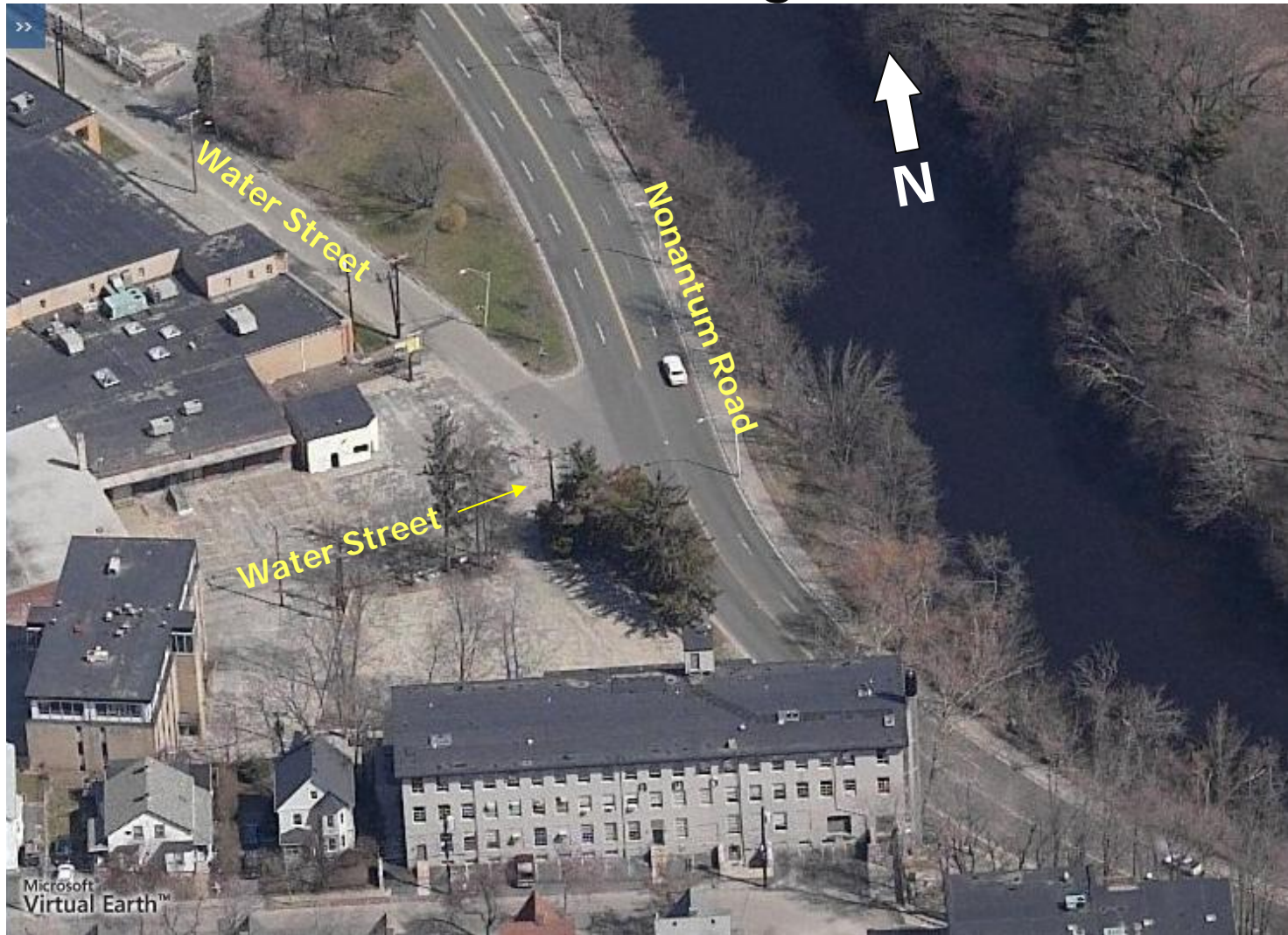


Section 1



Section 1:

Water Street Intersection - Existing



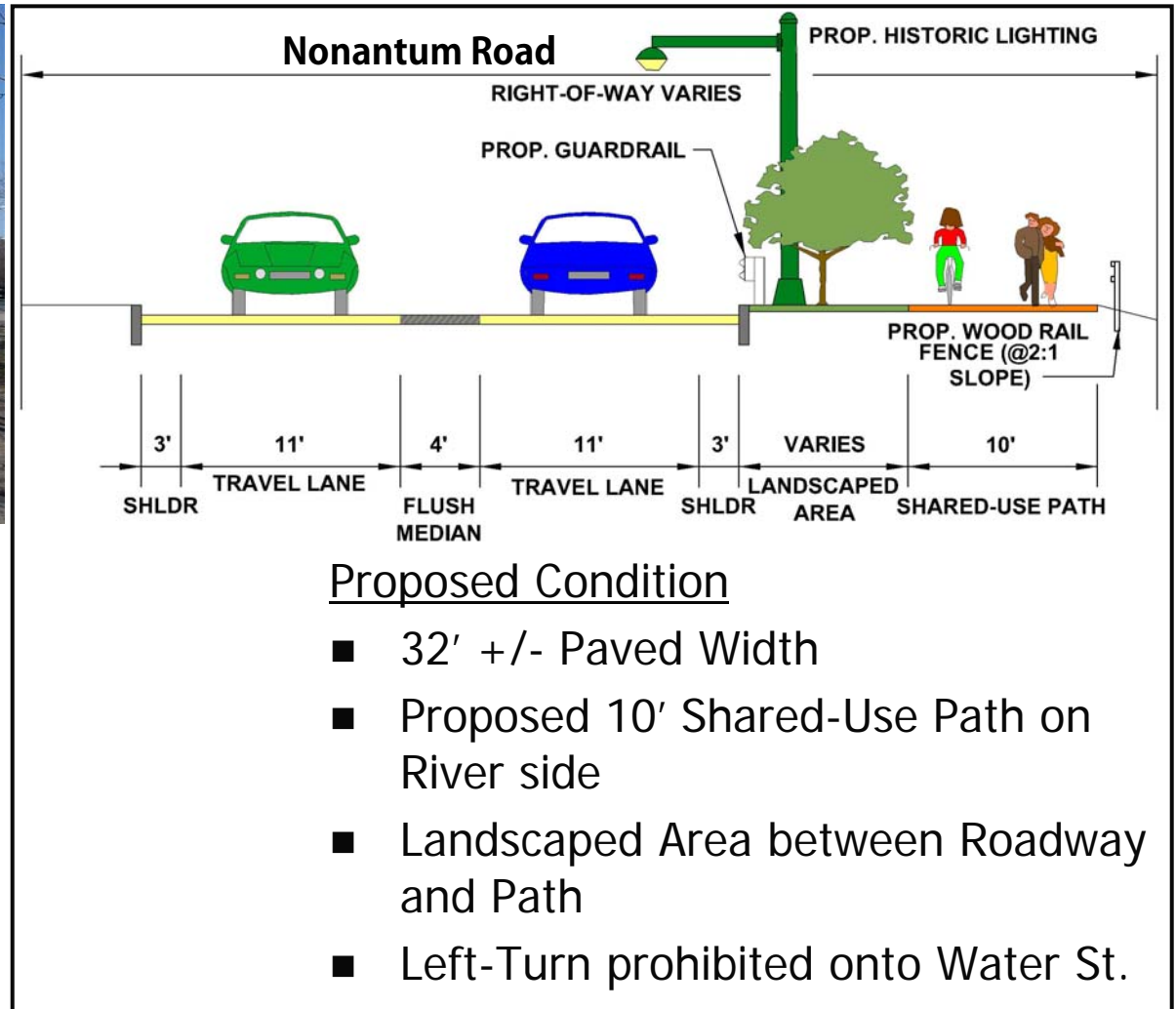
Section 1:

Water Street Intersection – Looking Westbound



Existing Condition

- 40' +/- Paved Width
- Sidewalk Along Charles River (Width Varies)

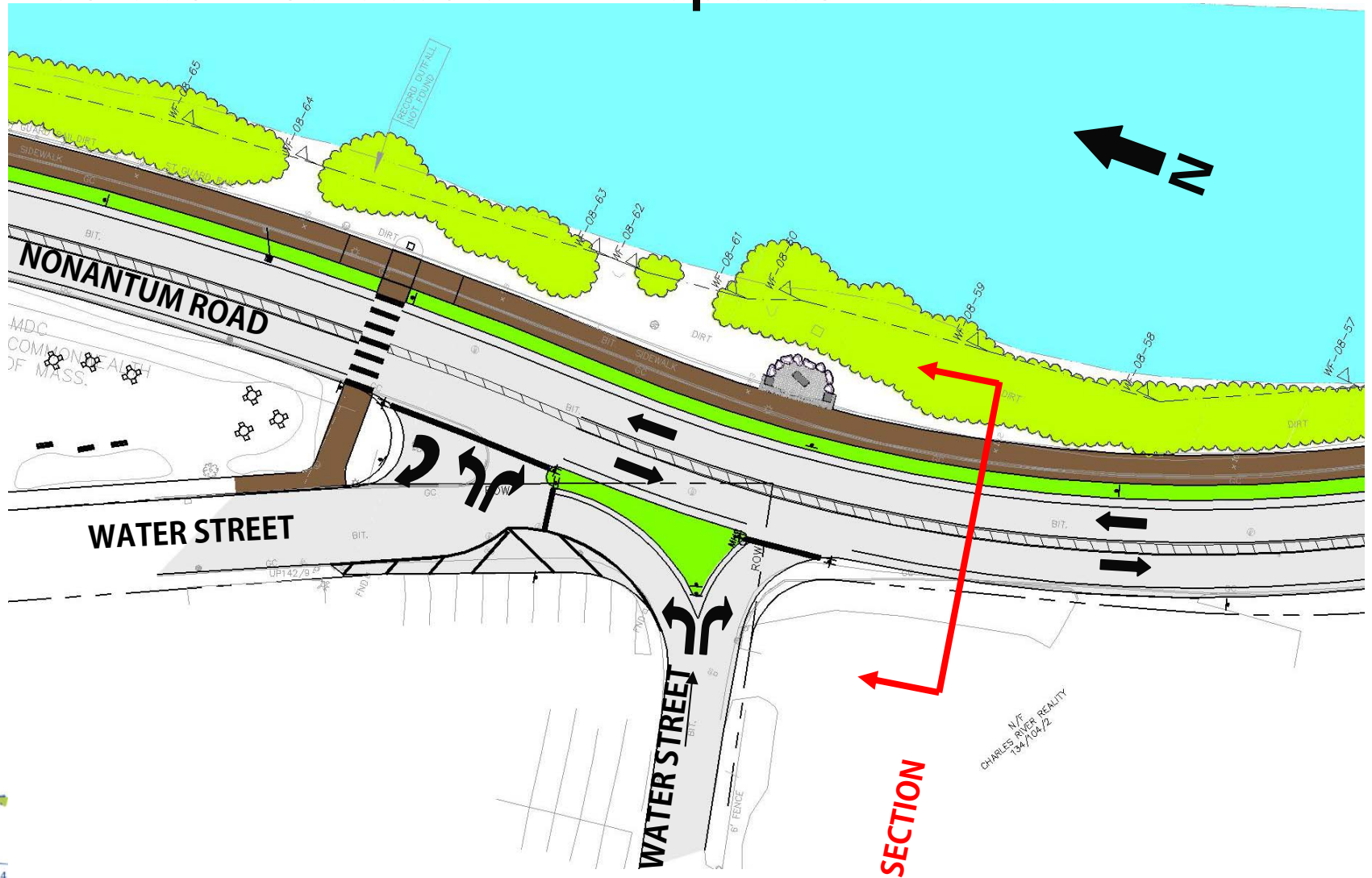


Proposed Condition

- 32' +/- Paved Width
- Proposed 10' Shared-Use Path on River side
- Landscaped Area between Roadway and Path
- Left-Turn prohibited onto Water St.

Section 1:

Water Street Intersection – Proposed Plan View

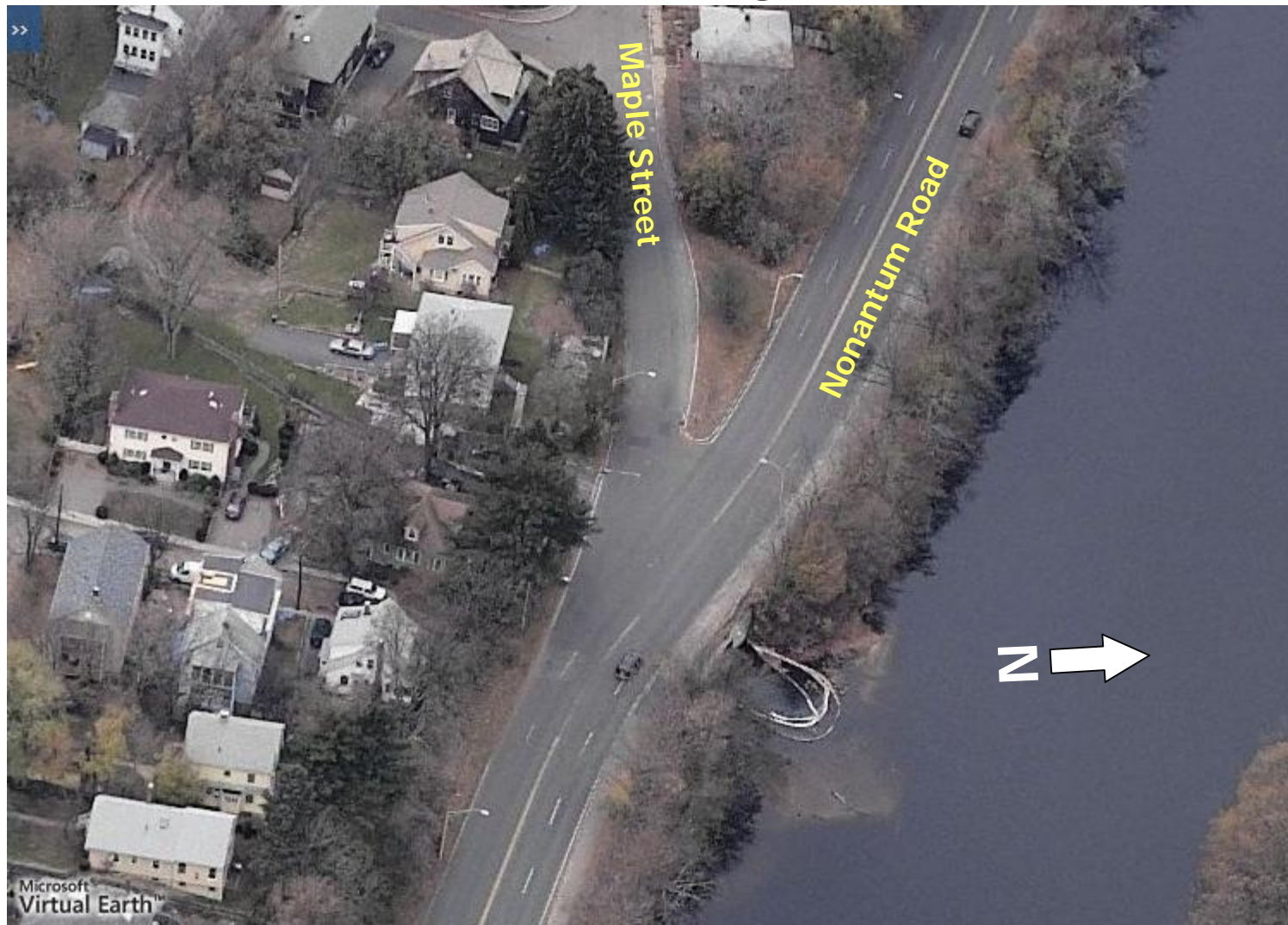


Section 1



Section 1:

Maple Street Intersection - Existing



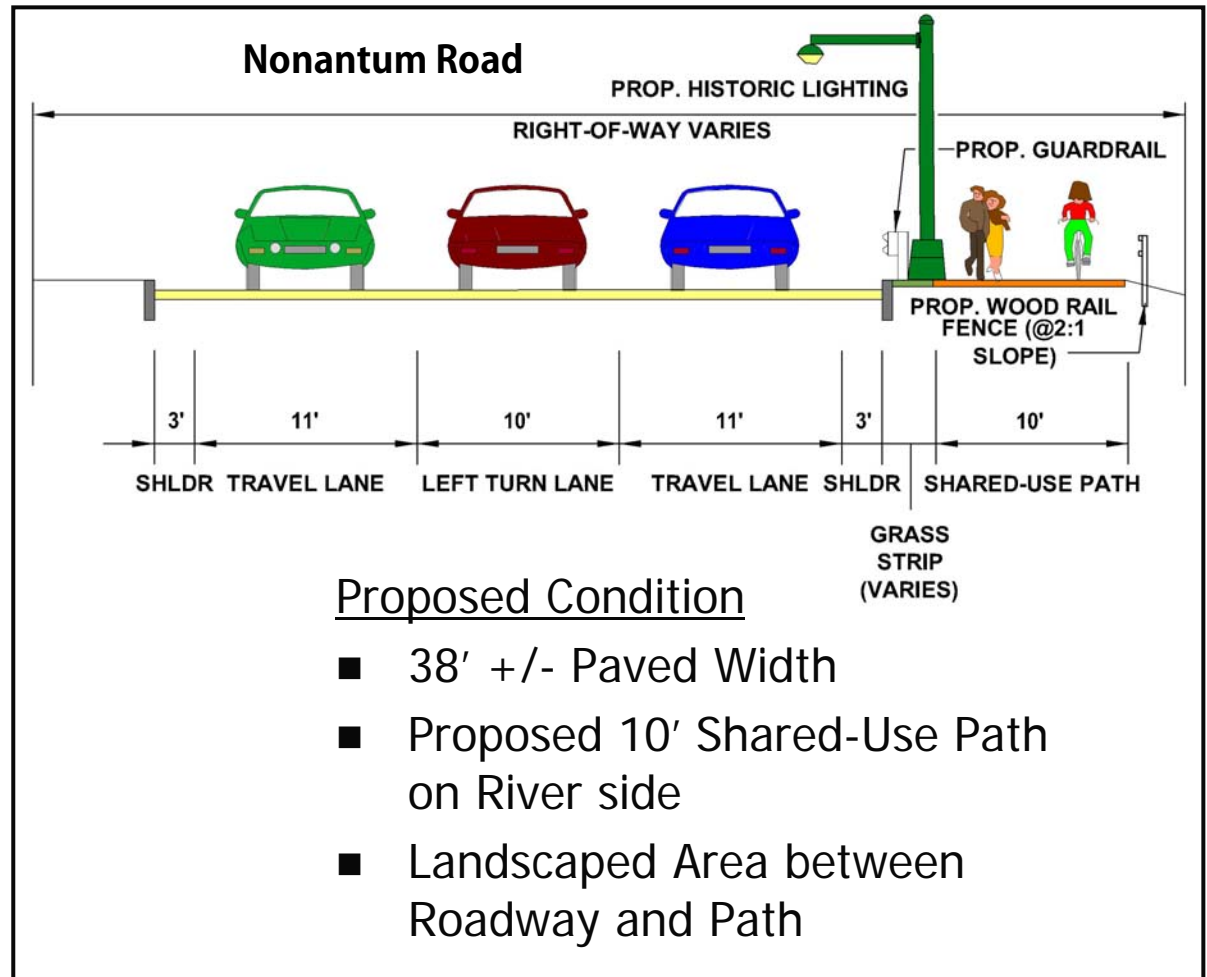
Section 1:

Maple Street Intersection – Looking Westbound

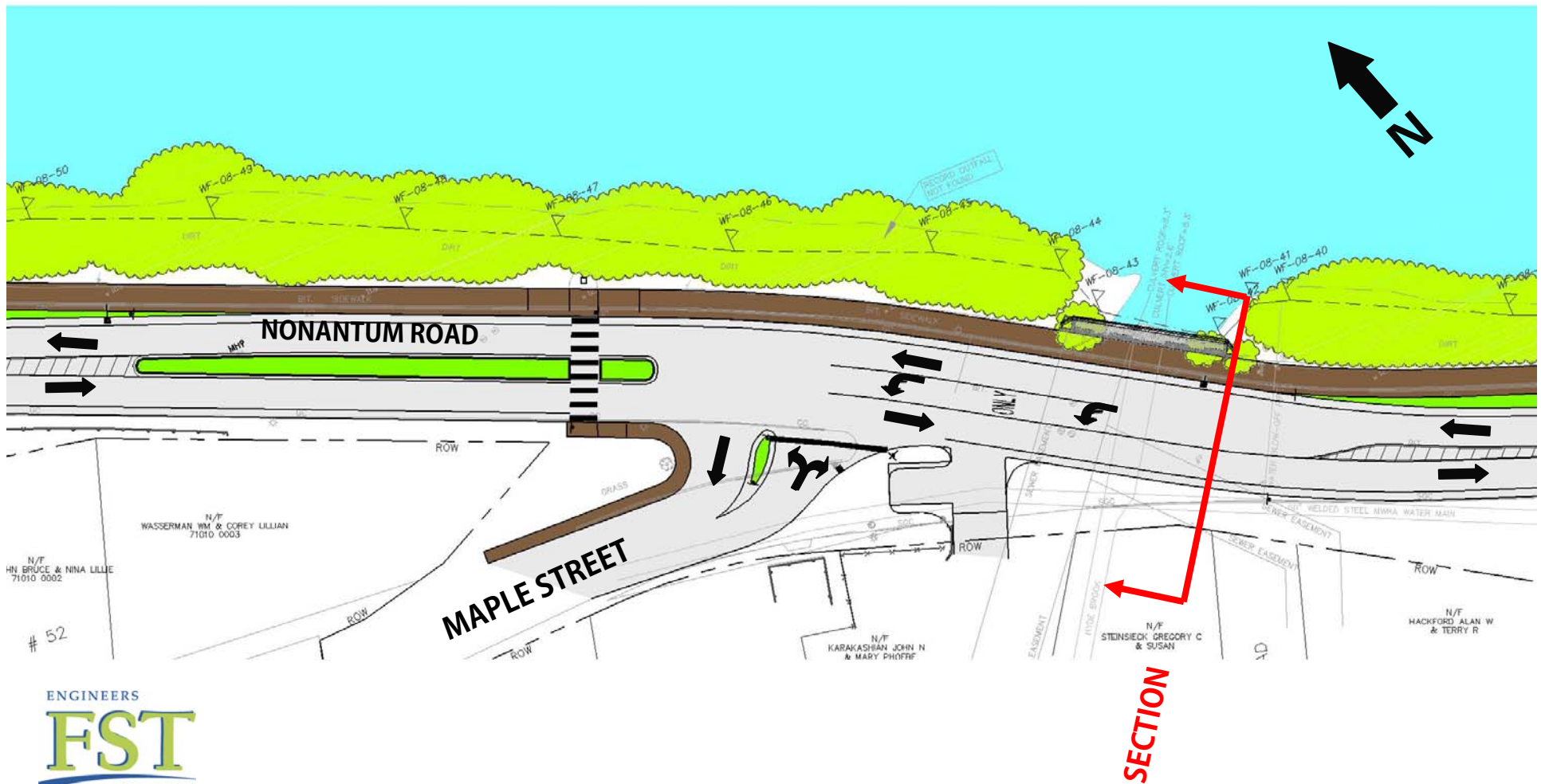


Existing Condition

- 40' +/- Paved Width
- Sidewalk Along Charles River (Width Varies)



Section 1: Maple Street Intersection– Proposed Plan View



Section 1



Section 1:

Charlesbank Road Intersection - Existing



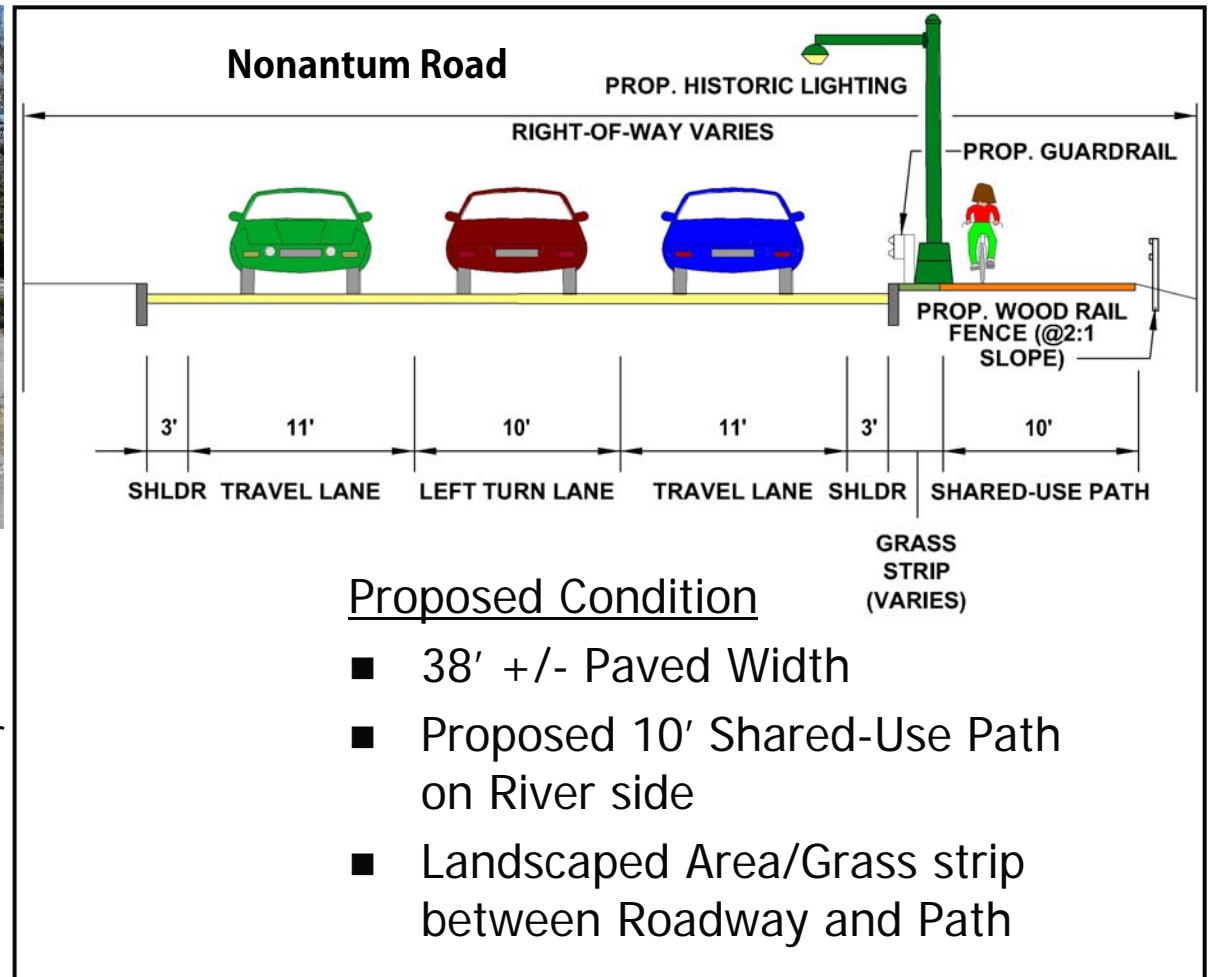
Section 1:

Charlesbank Road Intersection – Looking Westbound



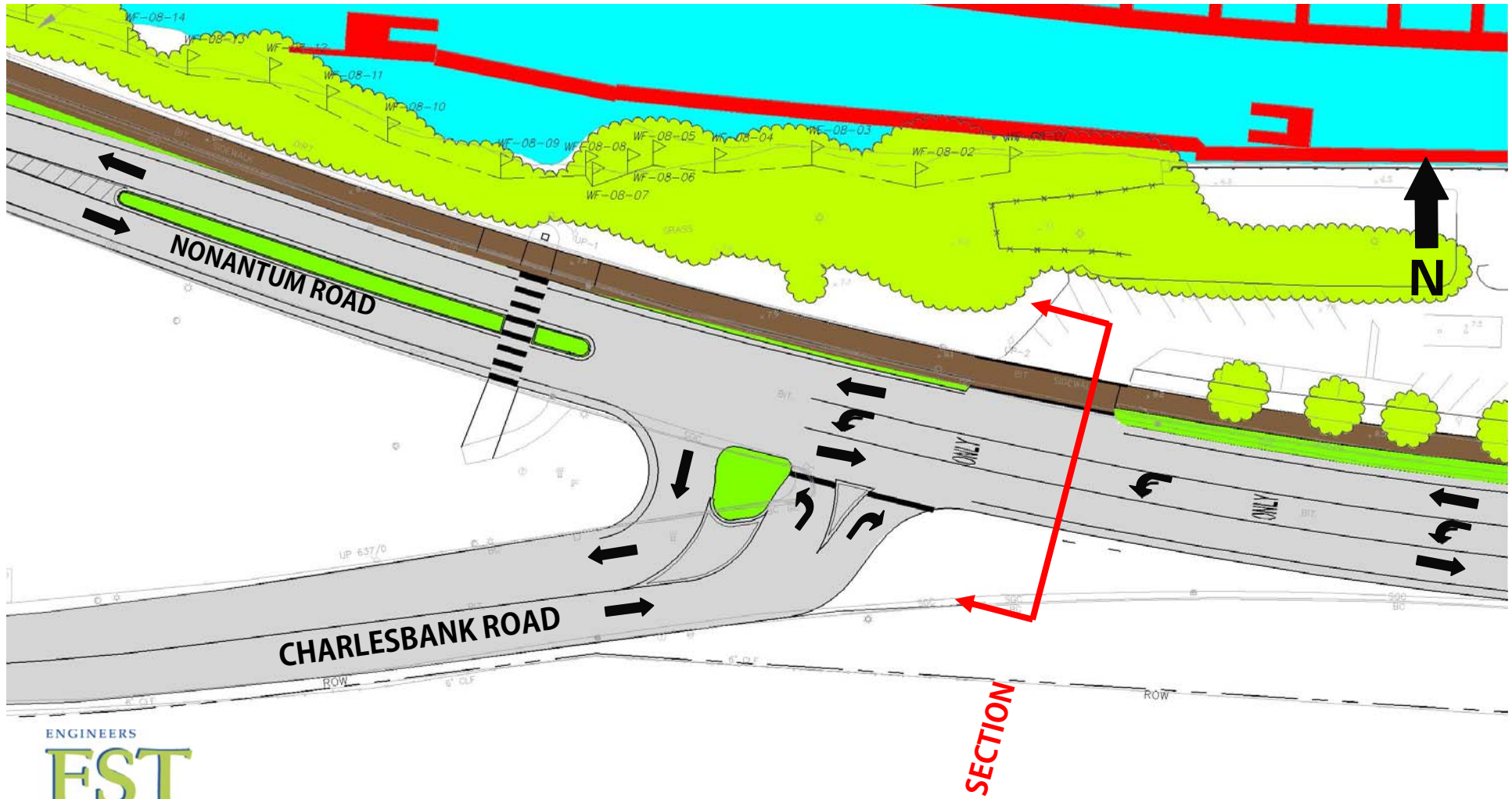
Existing Condition

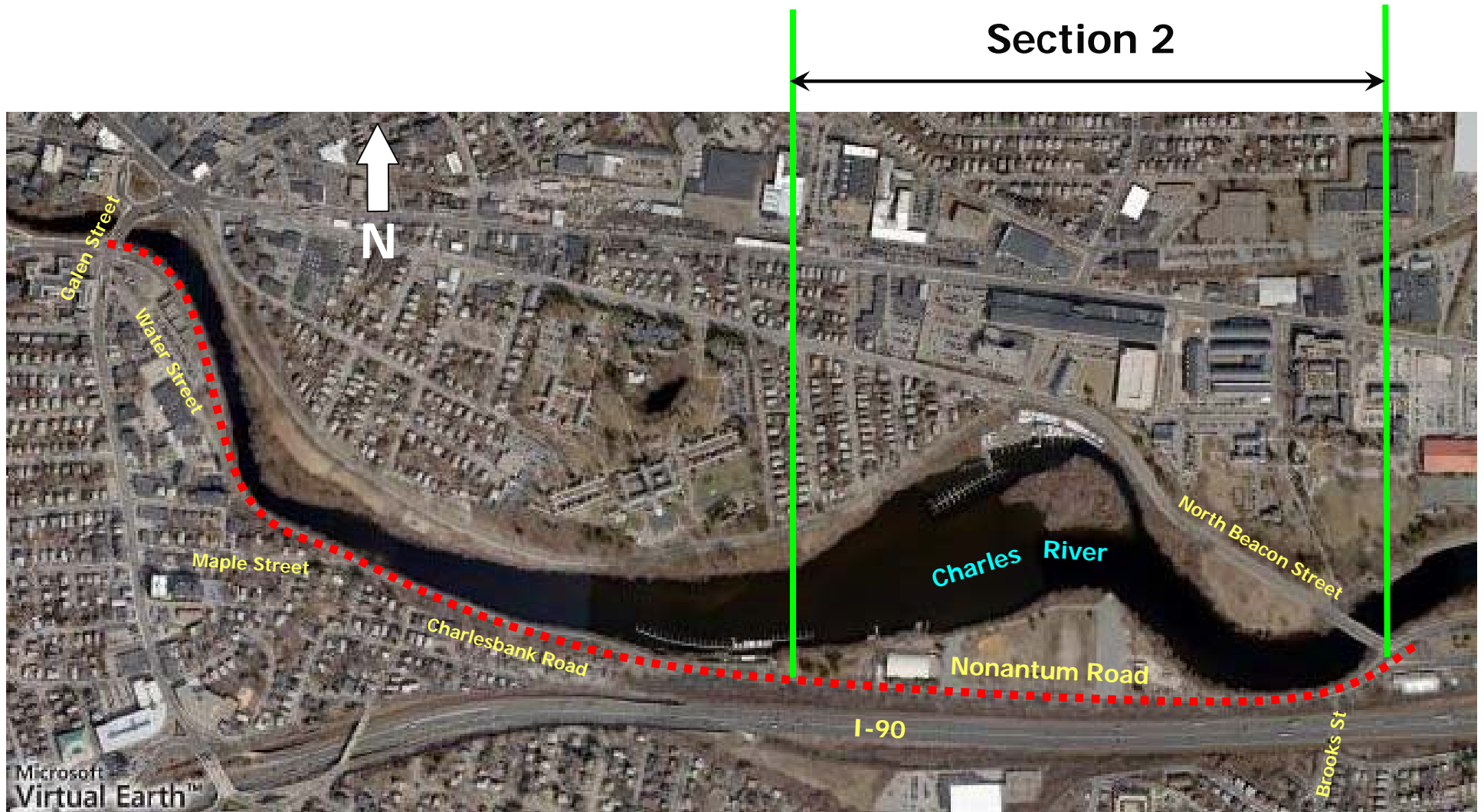
- 40' +/- Paved Width
- Sidewalk Along Charles River (Width Varies)



Section 1:

Charlesbank Road Intersection – Proposed Plan View



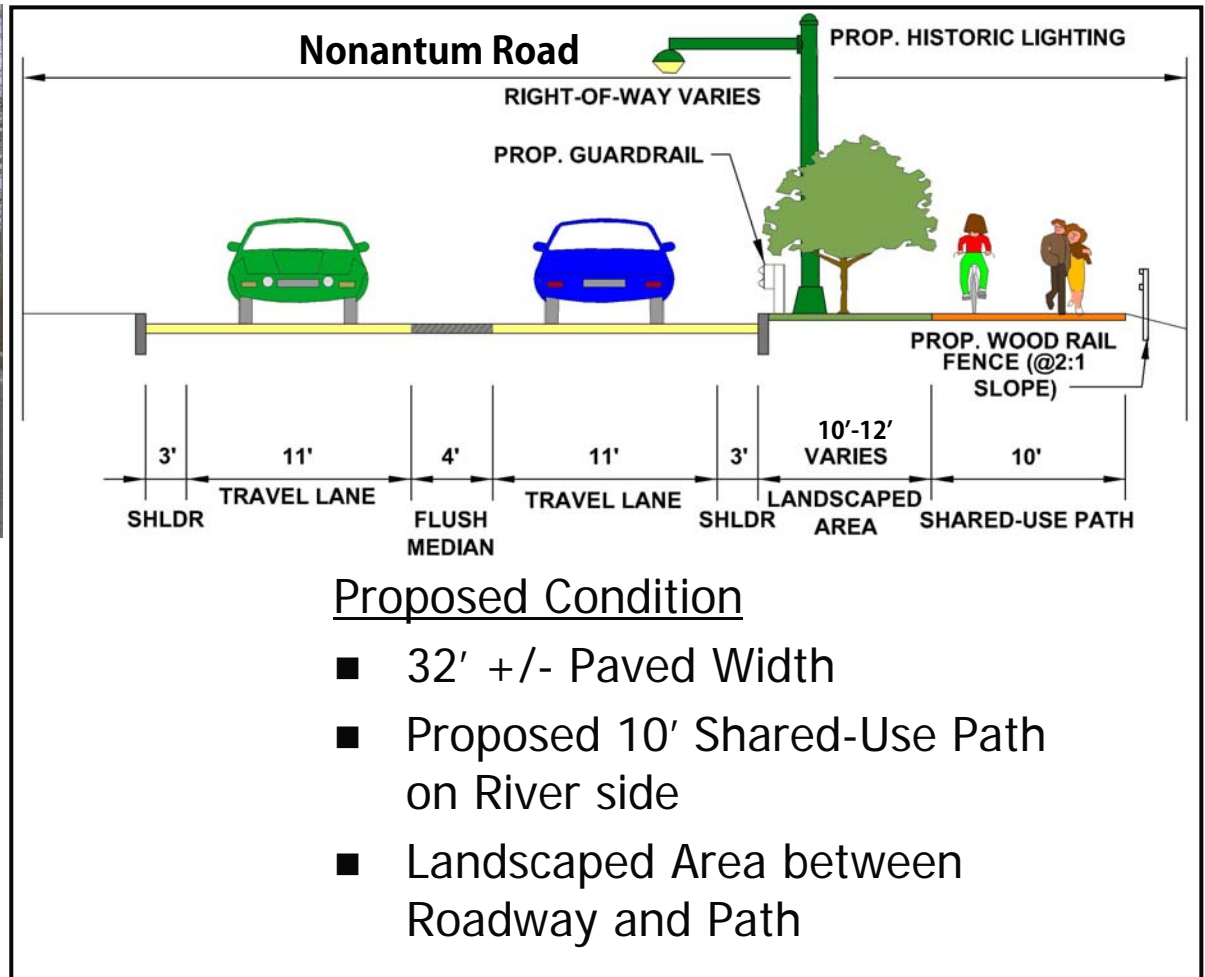


Section 2: Charlesbank Road to Brooks Street – Looking Westbound



Existing Condition

- 40' +/- Paved Width
- Sidewalk Along Charles River (Width Varies)



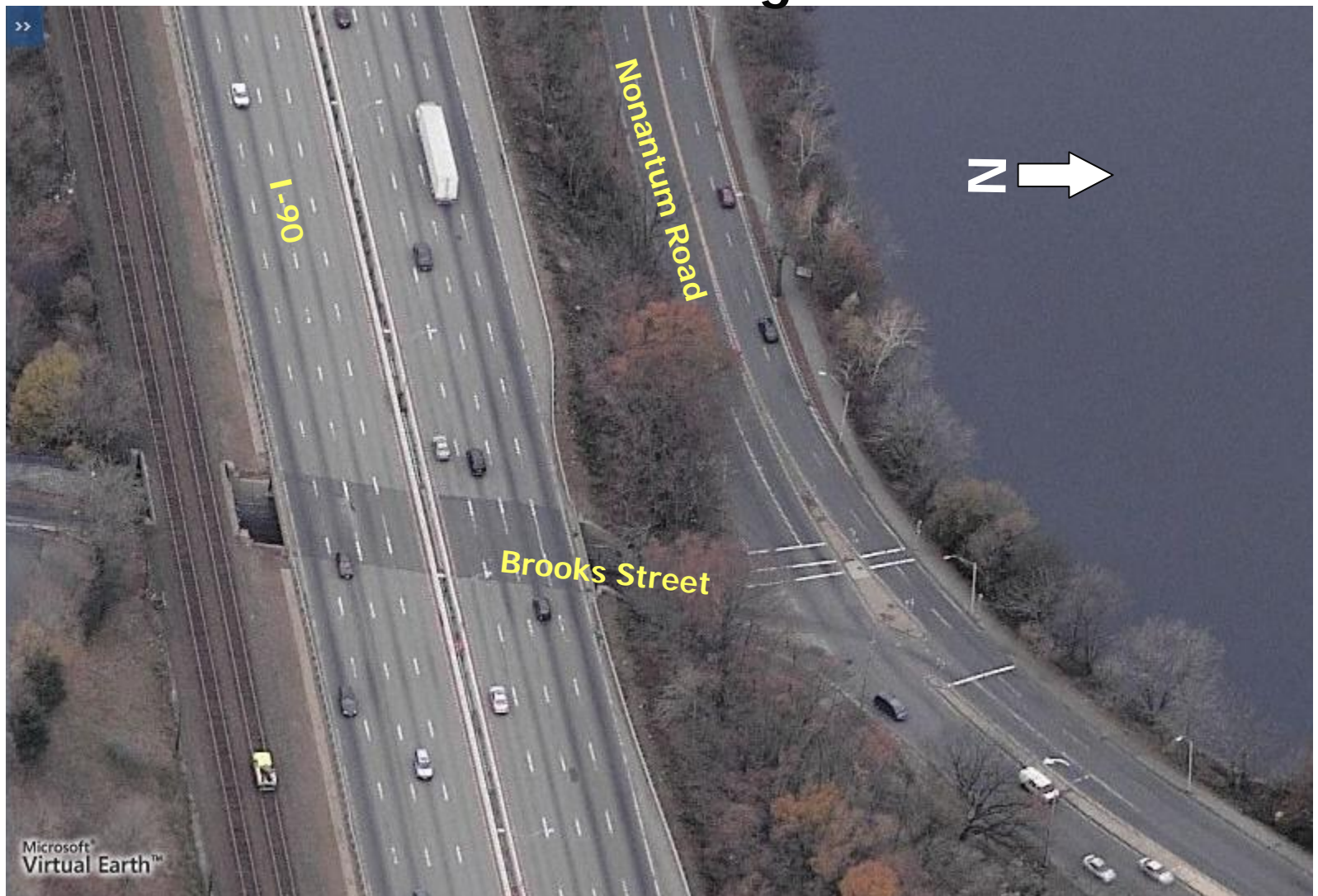
Proposed Condition

- 32' +/- Paved Width
- Proposed 10' Shared-Use Path on River side
- Landscaped Area between Roadway and Path

Section 2



Section 2: Brooks Street Intersection - Existing



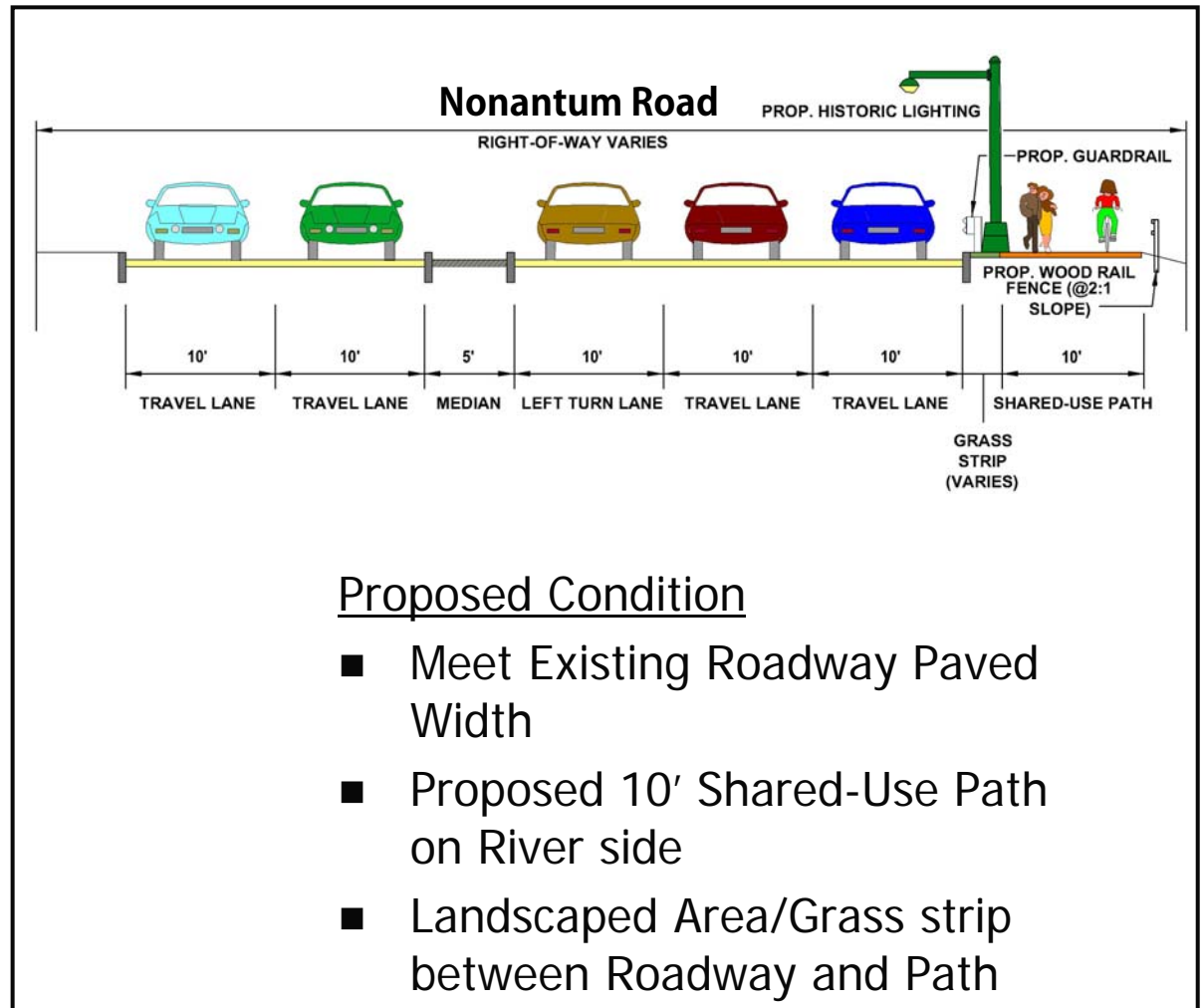
Section 2:

Brooks Street Intersection – Looking Westbound



Existing Condition

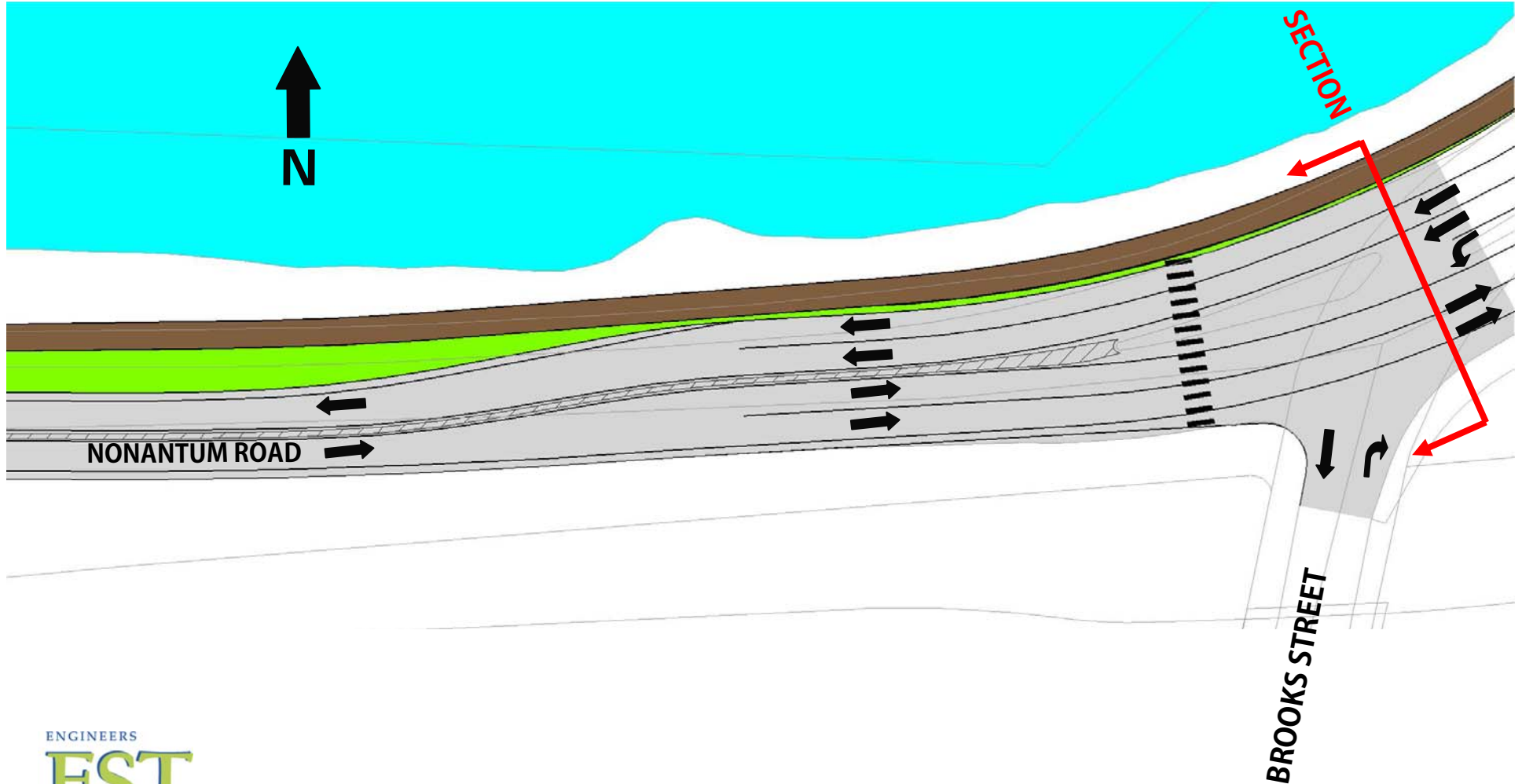
- 55'+/- Paved Width
- Sidewalk Along Charles River (Width Varies)



Proposed Condition

- Meet Existing Roadway Paved Width
- Proposed 10' Shared-Use Path on River side
- Landscaped Area/Grass strip between Roadway and Path

Section 2: Brooks Street Intersection – Proposed Plan View



Section 2



Microsoft
Virtual Earth™

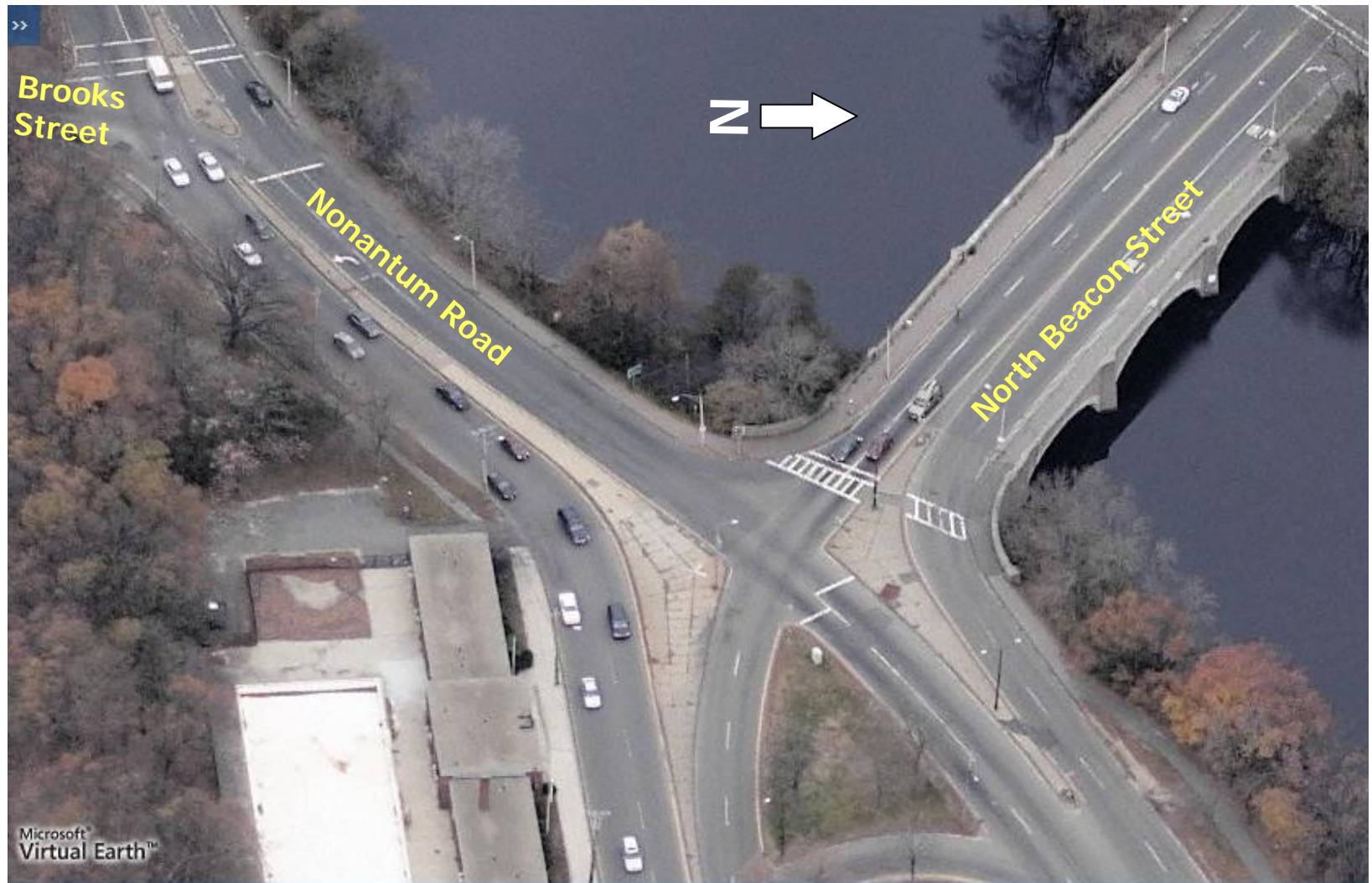
ENGINEERS
FST
Since 1914

March 12, 2009

❖ North Beacon Street Intersection

Section 2:

North Beacon Street Intersection – Existing



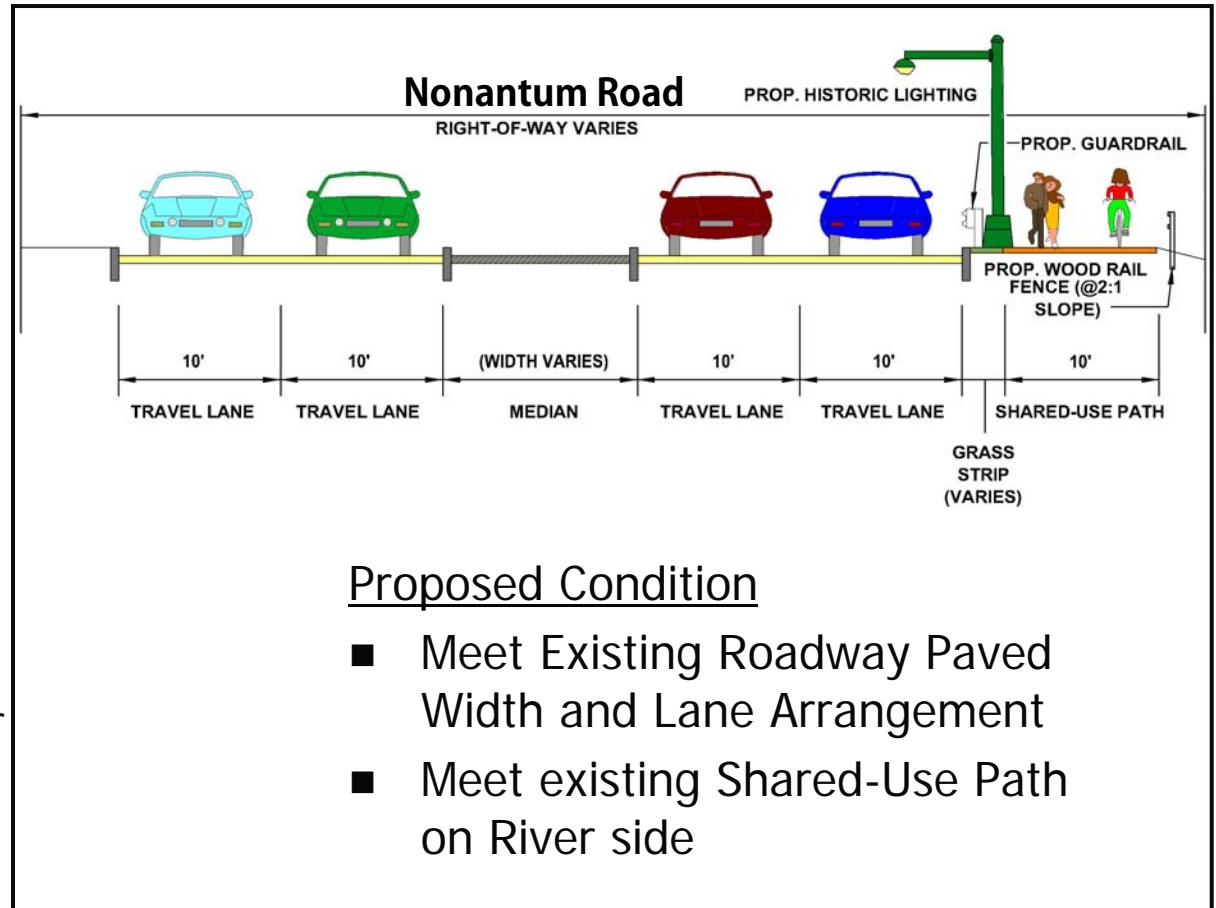
Section 2:

North Beacon Street Intersection – Looking Westbound END of Project



Existing Condition

- 50' +/- Paved Width
- Sidewalk Along Charles River (Width Varies)



Proposed Condition

- Meet Existing Roadway Paved Width and Lane Arrangement
- Meet existing Shared-Use Path on River side

Special Considerations - Design

- Median Treatment
- Detectable warning panel –
ADA Compliant wheelchair ramps
- Landscaping Improvements
- Historic Lighting



Special Considerations - Construction

- Pedestrian and bicycle passage and safety –
Maintain access at all times
- Vehicle traffic management – Alternating single-lane closures
- Containment of debris – Protective fencing
- Landscaping improvements – Selective removal of existing trees and invasive species
- Construction noise mitigation – New DCR standard specification developed

Project Benefits

Goal 1: Improve Pedestrian Safety and Experience

- ✓ Designated crosswalks at intersections including advanced signage
- ✓ Reduced roadway width results in shorter crossings
- ✓ Standard DCR guard rail protection along entire length
- ✓ Enhance entry points at Galen Street and North Beacon Street



Project Benefits

Goal 2: Improve Shared-Use Path

- ✓ Wider shared-use path for pedestrians and bicycles, where possible
- ✓ Additional landscaped separation from roadway
- ✓ New ornamental lighting for roadway and multi-use path security
- ✓ Site furnishings and clearing of invasive species at selected locations



Project Benefits

Goal 3: Improve Parkway Safety

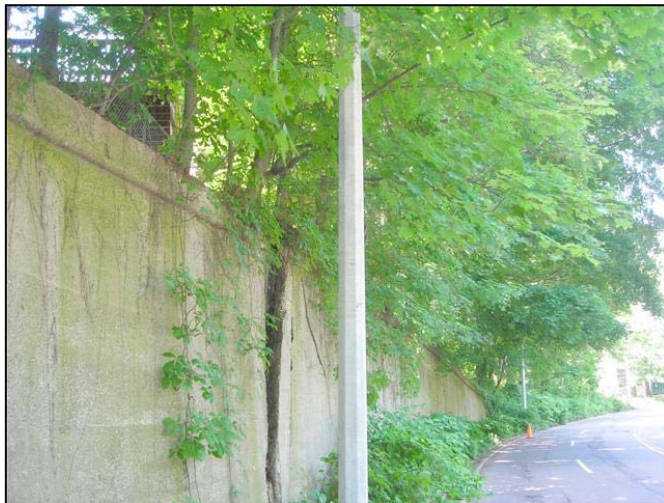
- ✓ Reduced roadway width results in traffic calming (slower speeds)
- ✓ Provide protection for left-turns at major intersections
- ✓ Flush median, revised striping and shoulders increases safety
- ✓ Geometric refinements at intersections
- ✓ Elimination of problematic left-turn, where possible, to reduce conflicts



Project Benefits

Additional Benefits...

- ✓ Additional DEP stormwater *Best Management Practices* (BMP)
- ✓ Replacement of failing retaining wall



Project Timeline

- Next Public Meeting
 - Review Final Plans and Construction Overview
 - Anticipated early May 2009
- Advertise for Construction
 - Late June 2009
- Construction
 - August 2009
 - 18-24 Months



Additional Information:

- More Information on Nonantum Road:
 - Web: www.mass.gov/dcr
 - Email: dcr.updates@state.ma.us
 - Phone: (617) 626-4974

Nonantum Road Improvements

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Questions & Comments